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For Freight or Passage, apply to SLEMSSEN & CO., Hongkong, 19th September, 1895. [1864]

TELEGRAPHIC ADDRESS: PEPS. P.O. Box 30. Telephones No. 1.

NEW ADVERTISEMENTS.

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS

Will be held at the BATH HOUSE

of the above Club on FRIDAY

and SATURDAY, the 27th and 28th instant.

Admission for non-Members, 50 Cents each day.

Tickets obtainable from the CLUB STEWARD.

Hongkong, 20th September, 1895. [1863]

HONG KONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING

for the Purpose of Receiving the Com-

mittee's Report for the past Season; Electing

the Committee for the coming Season; and for

the transaction of General Business, will be

held in the CRICKET PAVILION on FRIDAY,

the 27th SEPTEMBER, at 4.30 p.m.

Immediately after the ANNUAL GEN-

ERAL MEETING, THE EXTRAORDINARY

GENERAL MEETING will be held for the

purpose of considering certain alterations

in and additions to the Rules of the Club

which the Committee have thought it advisable

to submit for the consideration of Members.

EDWARD A. RAM,

Hon. Secy. H.K.C.C.

Hongkong, 20th September, 1895. [1867]

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed

that an ORDINARY GENERAL MEETING

is to be held at the Company's

OFFICES TO-MORROW (SATURDAY), 21st

SEPTEMBER, at 12 M.O., for the pur-

pose of receiving the Report of the

Committee for the past Season, and for

the transaction of General Business.

EDWARD A. RAM,

Acting Superintendent.

HONGKONG, 16th September, 1895. [1868]

Agmts.

Hongkong, 16th September, 1895. [1866]

ENTERTAINMENT.

THEATRE ROYAL

CITY HALL, HONGKONG.

RETURN VISIT OF THE

NEW WILLARD OPERA

COMPANY.

FOR FIVE NIGHTS ONLY.

TONIGHT

(FRIDAY) 20th September.

"THE CHINAMAN"

AND

LAST NIGHT BUT ONE OF THE

"TABLEAUX VIVANTS"

OR

LIVING PICTURES.

TO-MORROW

(SATURDAY) 21st September.

THE LATE LONDON SUCCESS

"HIS EXCELLENCE"

AND

LAST NIGHT OF THE

LIVING PICTURES.

LATE TRAMS run 15 minutes after each

Performance.

BOX PLAN at KELLY & WALSH, LTD.

PRICES AS USUAL.

Hongkong, 20th September, 1895. [1863]

DOUGLAS SHIPMANSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-

ING of SHAREHOLDERS in the

above COMPANY will be held at the

OFFICE of the COMPANY, NO. 18, BANK

BUILDINGS, QUEEN'S ROAD CENTRAL,

HONGKONG, on MONDAY, the 30th of SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIRIE & CO.,

General Managers.

Hongkong, 7th September, 1895. [1870]

CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY

MEETING of SHAREHOLDERS in the

above COMPANY will be held at the

OFFICE of the COMPANY, NO. 18, BANK

BUILDINGS, QUEEN'S ROAD CENTRAL,

HONGKONG, on MONDAY, the 30th of SEPTEMBER, 1895, at twelve o'clock noon, for the

purposes of presenting the Report of the

Directors and Statement of Accounts to

the 30th April last and of Declaring Dividends.

The TRANSFER BOOKS of the Company

will be CLOSED from the 15th to the 21st

SEPTEMBER, both days inclusive.

By Order of the Board.

C. TOMLIN,

Acting Secretary.

Hongkong, 14th September, 1895. [1824]

HONGKONG HOTEL COMPANY,

LIMITED.

THE ORDINARY HALF-YEARLY

MEETING of SHAREHOLDERS

will be held at the Company's Home

FRIDAY, 4th OCTOBER, at NOON, for the

Purpose of Receiving a Statement of Ac-

counts of the Company to the 30th JUNE, 1895, with

the Report of the Directors, and to discuss any

maters that may competently be brought before

the Meeting.

The TRANSFER BOOKS of the Company

will be CLOSED from the 20th inst. to the

24th inst. both days inclusive.

By Order of the Board.

A. FONSECA,

Secretary.

Hongkong, 13th September, 1895. [1826]

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING

of the above Club will be held at the

CHIY HALL, on SATURDAY, the 19th Octo-

ber proximo at 2.30 p.m.

By Order,

T. E. HOUGH,

Clark of the Course.

Hongkong, 18th September, 1895. [1824]

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

"GLENORCHY."

Captain J. Sonnen, will be despatched above

TO-MORROW, the 21st inst., at 4 p.m.

instead of as previously notified.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,

Agents.

Hongkong, 20th September, 1895. [1870]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"GLENORCHY."

Captain J. Sonnen, will be despatched above

TO-MORROW, the 21st inst., at 4 p.m.

instead of as previously notified.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,

Agents.

Hongkong, 20th September, 1895. [1868]

"GLEN" LINE OF CHINA AND

AUSTRALIAN STEAMERS.

FOR SYDNEY AND MELBOURNE,

(Calling at POOT DARWIN and QUEENSLAND)

Port and taking through Cargo to

ADELAIDE, NEW ZEALAND,

TAHITIA, &c.

The Steamship

"GLENORCHY."

Captain J. Sonnen, will be despatched above

TO-MORROW, the 21st inst., at 4 p.m.

instead of as previously notified.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 20th September, 1895. [1863]

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"GLENORCHY."

Captain J. Sonnen, will be despatched for the above

port on or about the 5th October.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 20th September, 1895. [1862]

"ENERGIA."

Captain Saw, will be despatched for the above

port on or about the 5th October.

For Freight or Passage, apply to

D

INTIMATION.  
A. S. WATSON & CO., LIMITED

VEGETABLE AND FLOWER  
SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

## SEED-LISTS

with  
HINTS FOR GARDENING  
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packed secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.  
A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. \$1.75.  
28 lbs. " \$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS"  
LAWN MOWERS.  
The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.  
Established A.D. 1841.  
Hongkong, 12th August, 1895.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents forward their news and address with communication addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on days of publication. After that hour the supply is limited. Only supplied for Cash.  
Telephone Address PRESS.  
P.O. Box 20. Telephone No. 12.

DIRECTOR:  
At London, on the 22nd August, the wife of CARL JANSEN, of a son. [1895]

The Daily Press,

HONGKONG, SEPTEMBER 20TH, 1895.

The treaty recently concluded between France and China, giving France the right, amongst other things, to extend her Tonkin railways across the frontier into Yunnan, naturally directs attention to the oft mooted project of a railway from Burma to Yunnan. In the last number of the *Nineteenth Century* Mr. HOLY S. HALLETT has an article on the subject, which is traversed by the *Rangoon Gazette*. It is of course most desirable that England should not be left behind in the race for the opening up of new markets, but on the other hand it is equally undesirable that we should enter into competition with our Gallic neighbours in unremunerative undertakings or in a chase after a will o' the wisp. The French already have a line from Paulingthoung to Langson and it is their intention to extend it from the latter place to Lungchow. Mr. HALLETT's great objection to the French line is that British goods would be shut out by hostile tariffs. So far as the Lungchow line is concerned that could not be the case. The West River route would compete with it and if the French chose to shut out British goods the only effect would be that they would deprive themselves of a lucrative traffic. They could refuse to carry the goods, but they could not shut them out, though they would be very glad to do so if they could. In the case of the Red River route they have chosen to enter for the traffic and the bulk of the goods going by that route are British. Had they chosen to shut out foreign goods by hostile tariffs the Red River route would have been practically unused. Our Rangoon cottons say—"While the French line was the only means of ingress to Western China our goods would be excluded, but immediately we completed our line this barrier of the French hostile tariffs would cease to operate, French and British manufacturers would be competing more or less on even terms again, and there can be little doubt of what the result would be."

The great bulk of the trade would gravitate into British hands, for the simple reason that we can supply the common and useful articles the people want more cheaply than the French can do. The things that the French can supply better than we can, rich silks, perhaps, and other articles of luxury and fancy, are not likely to be in much demand in Western China for many a long day to come. It is for the common and useful articles alone that the demand will be and our superiority in producing these is not likely to be lost, so long as we adhere to the family policy of free trade, which keeps our manufacturers always on the alert by making them face all competition." As we have shown, British goods could not be excluded, because the French line will not be and

respect was paid by the Chinese official to West Shensi. On the one side we have the Burmese, on the other side the West River route, not to speak of the Yangtze route, and if the French refuse to carry British goods the latter will find their way to the consuming markets by one or the other of these routes according to the particular district it is desired they should reach. The West River will doubtless soon be opened to steam navigation, and in the upper reaches inaccessible to steamers arrangements should be made for conducting the trade by junks under the protection of foreign flags, as at Chungking. When that is done the West River route will be able to hold its own against the proposed French railway to Lungchow, irrespective of tariff considerations. To serve the Western portion of Yunnan a railway from Burmah is in the abstract undoubtedly desirable, but the time and manner of its construction must be determined by ordinary commercial considerations. As the *Rangoon Gazette* says:—

"Admitting fully the dependence on rail-ways of trade in land-locked tracts, granting that primitive and costly modes of transit through difficult country must always render trade there insignificant until rail-ways are introduced, it does not follow that we are to construct a railway right into China and Siam straightway. It is a sounder policy to expand any capital available for railway extension in our own territories alone. There are many parts of India and Burmah where rail-ways are still wanted and to negotiate them to run a railway into China through a craven panic of the French getting there before us would be folly indeed." In course of time, and not a very long time, the railway system of Burmah will by a natural process of development reach the Chinese frontier and it can then be extended as circumstances require. The French may run their line into Yunnan first—and pay for it—but they will have no monopoly of the traffic. If France is accorded permission to run railways into Yunnan England will have an equal right to extend her lines across the frontier from Burmah, and she will naturally do so as soon as the trade seems to require it. At present there would be little prospect of such a line as Mr. HOLY S. HALLETT recommends paying its working expenses.

Singapore was declared free from cholera on the 18th inst.

The delivery of the English mail was begun at 2.12 p.m. yesterday.

At Foochow on the 8th inst. two hundred houses were burnt down on this island between the two bridges.

The E. & A. steamer *Mesmerie*, from Australia, left Port Darwin on the 18th inst., for the port via Timor.

The German cruiser *Cormoran*, Commander Brinkmann, arrived at Singapore on the 13th instant from Colombo on her way to China.

A meeting of the Chinese Association was held yesterday afternoon, but was not open to the press, the proceedings being private.

The O. S. S. Co.'s steamer *Indonesia*, left Singapore on the afternoon of the 18th inst., and may be expected here on or about the 24th inst.

We (*Singapore Free Press*) hear that Col. Anderson, our old friend of the Northumbrian Regiments, spends most of his time in Norway, where he has taken a house. He has a good income at the fushia, with the trout and the salmon, dye unknown!

The British steamer *Iser*, from St. Petersburg for Vladivostok, which arrived at Singapore on the 18th inst., reported the loss of a crewman from a German five-man crew, four days after leaving Suez. It appears the man first attempted to drown himself, and subsequently applied a nail and hammer to his eye, from the effects of which injury he died.

We have received the prospectus of *The Paradise World*, a weekly illustrated journal for the interests of planters, shippers of produce, and colonial stockholders. The new venture has a complete staff of writers upon the planting, cultivation, and shipping of produce, and his arrangement for special market reports from Liverpool, Manchester, Glasgow, Berlin, Hamburg, Marseilles, and other produce centres.

The *Hongkong Telegraph* had an extraordinary article in its issue on Wednesday under the title of "Official Discourtesy." The article has reference to the recent trial at Kowloon City, and it states that the treatment accorded the official representing the Governor of Hongkong was most contemptuous." In justice to Hon. Commander W. C. H. HASTINGS, Acting Captain Superintendent of Police, and to the mandarin himself, we are bound to take serious notice of the allegations set forth in the article, and to show that there is not the slightest justification whatever for them. Briefly the charges are these:—That Commander HASTINGS, as the representative of the Governor of Hongkong was most contemptuous." In justice to Hon. Commander W. C. H. HASTINGS, Acting Captain Superintendent of Police, and to the mandarin himself, we are bound to take serious notice of the allegations set forth in the article, and to show that there is not the slightest justification whatever for them. 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## NOTICE TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG, AND SINGAPORE.  
THE Company's Steamship

## "KUTSANG"

having arrived from the above ports, Consignees of Goods are hereby informed that their Goods will be delivered at the discharge or remaining port or after 4 P.M. of the 16th instant will be landed at Consignee's risk and expense into the Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be consigned by JARDINE, MATTHESON & CO., General Managers, Hongkong, 14th September, 1895. [182]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM TACOMA, VICTORIA, YOKO-HAMA AND KOBE.

THE above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-charge, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed unstrated at Consignee's risk and expense.

DODWELL, CAILLILL & CO., Agents, Hongkong, 14th September, 1895. [183]

## SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
STEAMSHIP "MONMOUTHSHIRE" FROM HAMBURG, ANTWERP, LONDON, AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their Risk into the Godowns of the HONG-KONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No claims will be admitted after the Goods have been landed and all Goods remaining undelivered up to the 20th September will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 20th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th September, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be consigned by DODWELL, CAILLILL & CO., Agents, Hongkong, 14th September, 1895. [184]

## STEAMSHIP "OCEANIAN".

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNNEES of Cargo from London to New York and vice versa, having made arrangements with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their Risk into the Godowns of the HONG-KONG & KOWLOON WHARF & GODOWN COMPANY, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Other Cargo will be forwarded on unloading instructions from the Consignees before 11 A.M. To-DAY, the 17th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unlanded after TUESDAY, the 23rd inst., at Noon, will be subject to removal charges.

All Claims must be sent in to me on or before TUESDAY, the 24th inst., or they will not be received.

All Damaged Packages will be examined on TUESDAY, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOUENAIRE, Acting Agent, Hongkong, 17th September, 1895. [185]

## VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON VIA PORTS OF CALL  
THE Company's Steamship

## "OOLONG."

Mr. Conrad, Commander, will be despatched to-morrow to-day, the 26th inst., at Noon.

For Freight or Passage, apply to

HOLLIDAY, WISE & CO., Agents, Hongkong, 10th September, 1895. [186]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

## CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

ASLOU... Saturday 21st Sept.

ALTMORE... Tuesday 16th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

## "ASLOU"

will be despatched hence for VICTORIA, B.C., PORTLAND, OREGON, via SHANG-HAI, KOKO, and YOKOHAMA, on the 1st September.

Consignee's Invoices of Goods for United States Points should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland.

For further information as to Passages and Freight, apply to

SHEWAN & CO., Agents, Hongkong, 10th September, 1895. [187]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT):  
THE Steamship

## "SUNGKIAH."

Captain C. B. N. Dodd, will be despatched on TUESDAY, the 23rd inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, 10th September, 1895. [188]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAYA.  
THE Steamship

## "SIHANTUNG"

Captain Vaughan, will be despatched on TUESDAY, the 23rd inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, 10th September, 1895. [189]

FOR SAN FRANCISCO.  
THE 100 ft. British Bark

## "LYNDHURST"

Martin, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN & CO., Agents, Hongkong, 26th May, 1895. [190]

FOR BALTIMORE.  
THE 33 ft. A.I.L. American Bark

## "TED P. LITCHFIELD"

B. W. Chubbuck, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

MELCHERS & CO., Agents, Hongkong, 7th August, 1895. [191]

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.  
THE Company's Steamship

## "KUTSANG"

Captain Payne, will be despatched as above on MONDAY, the 23rd inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO., General Managers, Hongkong, 15th September, 1895. [192]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

## "IXION"

Captain Nishii, will be despatched as above on TUESDAY, the 24th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents, Hongkong, 18th September, 1895. [193]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKO-HAMA AND KOBE.

THE above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-charge, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed unstrated at Consignee's risk and expense.

DODWELL, CAILLILL & CO., Agents, Hongkong, 14th September, 1895. [194]

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE" FROM HAMBURG, ANTWERP, LONDON, AND STRAITS.

THE attention of Passengers is directed to the Superior Accommodation offered by this Ship. First Class Saloon is situated amidships, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage apply to

VILLA, LOPEZ & CO., Agents, Hongkong, 18th September, 1895. [195]

COMPAGNIE DES MESSAGERIES MARITIMES.

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VILLA, LOPEZ & CO., Agents, Hongkong, 18th September, 1895. [200]

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VILLA, LOPEZ & CO., Agents, Hongkong, 18th September, 1895. [201]

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VILLA, LOPEZ & CO., Agents, Hongkong, 18th September, 1895. [202]

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SHIRE